

4532

G. G. SHIVEY
L. & A.
MAR 26 1926
ACC. No.

4532

Form 504
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

State: Washington

1-5612

DESCRIPTIVE REPORT.

Hydrographic Sheet No. 4532

LOCALITY:

Willapa Bay

North Entrance Channel over Bar

1926

CHIEF OF PARTY:

R.B. Derickson

APR 7 1926

~~Division of Hydrography and Oceanography~~

Division of Charts:

Tide reducers are approved in
2 volumes of sounding records for

HYDROGRAPHIC SHEET NO. 4532

Locality: Southern Washington

Chief of Party: R. B. Derickson in 1926

Plane of reference is M L L W
16.1 ft. on tide staff at Toke Point.

For reduction of soundings, condition of records satisfactory
except as checked below:

1. Locality and sublocality of survey omitted.
2. Month and day of month omitted.
3. Time meridian not given at beginning of day's work.
4. Time (whether A. M. or P. M.) not given at beginning of day's work.
5. Soundings (whether in feet or fathoms) not clearly shown in record.
6. Leadline correction entered in wrong column.
7. Field reductions entered in "Office" column.
8. Location of tide gauge not given at beginning of each day's work.
9. Leadline corrections not clearly stated.
10. Kind of sounding tube used not stated.
11. Sounding tube No. entered in column of "Soundings instead of "Remarks".
12. Legibility of record could be improved.
13. Remarks.

R. Schureman

Chief, Division of Tides and Currents.

Descriptive Report
to accompany
Hydrographic Sheet of Willapa Bay
North Entrance Channel
March, 1926

The re-survey of the North Channel entrance to Willapa Bay was made from the 2nd to 10th of March under authority of the Director's orders dated February 20, 1926.

The work was accomplished with the cooperation of the Willapa Harbor Traffic Association which furnished the launch TOKE POINT together with a coxswain and one extra man. This launch proved to be a good sounding launch for this work.

RESULTS: A comparison of the present survey with the one made in September, 1925 shows a slight change of the channel to the southwest and a deepening from a minimum depth of 23 feet in the channel to present minimum depth of 25 feet. The north spit has apparently built out for a distance of 200 meters. The navigation buoys as placed at present do not mark the best channel. It was noted while working on the bar that a moderate swell starts to break on the 21 foot shoal 150 meters west and southwest of buoy C1 and breaks over the buoy.

CORRECTIONS TO CHARTS: While working in the neighborhood of the wreck of the Canadian Exporter the launch passed within about 50 meters of the wreck. Although no part of the wreck could be seen, it was clearly in evidence by the swirling of the water over and around it. The wreck should continue to be shown on the chart.

The position of triangulation station BEACH (2) is shown on the present chart as a landmark. No hydrographic signal is erected over this station. However, a large hydrographic signal is standing over the position of BEA which is a distance of 246.7 meters from station BEACH (2). It is, therefore, recommended that the position of station BEA be shown on the chart instead of station BEACH (2).

*These signals are shown on chart for assisting L.H. Guzman in locating buoys. They reconstruct these signals when necessary.
(See letter 102-1925)
A.E.S.*

There is at present no signal standing over station LEAD (2).

CURRENTS: No observations were taken on currents. The current is very noticeable, however, and seems to set fair with the channel.

The ebb tide causes a marked increase in swell and chop around the entrance which lessens on the flood. The best time for entering is on a high water flood tide.

REDUCTION IN RECORDS: The soundings were reduced to M. L. L. W. by means of observations taken at Tokes Point where a plain staff was erected and connected to bench marks in the vicinity. Since the time of high water is different for the entrance than at Tokes Point, a subtraction of 20 minutes was made from the Tokes Point observations to allow for this difference. The tidal observations were not otherwise corrected.

H. W. Tyler

H. W. Tyler,
Lieutenant, j.g., U. S. C. & G.S.

STATISTICS SHEET TO ACCOMPANY HYDROGRAPHIC SHEET OF WILLAPA
BAY NORTH ENTRANCE

Date	Day	Volume	No. of Pos.	No. Sdgs.	Miles (statute)	Vessel
March 3	A	1	62	344	14.8	Toke Point
"	5	B	154	632	21.6	"
"	8	C	154	646	19.7	"
			370	1622	56.1	

ADDRESS THE DIRECTOR
U. S. COAST AND GEODETIC SURVEY

AND REFER TO No.

11-VEC

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
WASHINGTON

April 12, 1926.

REPORT ON HYDROGRAPHIC SHEET No. 4432.

The drafting conforms to the general instructions for field work.

The time intervals were carefully adhered to in the plotting of the soundings.

The positions were well protracted.

The sounding records are complete.



H. R. Edmonston,
Field Records Section.

E. O. G.

ADDRESS THE DIRECTOR
U. S. COAST AND GEODETIC SURVEY
AND REFER TO NO. 11-DRM

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

WASHINGTON May 4, 1926.

SECTION OF FIELD RECORDS

Report on Hydrographic Sheet No. 4532

Willapa Bay, Washington

Surveyed in 1926

Instructions from R. B. Derickson, Inspector, Seattle Field
Station

Chief of Party, R. B. Derickson.

Surveyed by H. W. Tyler.

Protracted by H. W. T. and G. A. Nelson.

Soundings plotted by H. W. T.

Verified and inked by H. R. Edmonston.

1. The records were defective in the following respects:
 - a. No courses were given.
 - b. Beginnings and endings of lines were omitted.
 - c. On "C" day from position 98 to position 154, covering approximately 9 pages in the record, Vol. 2 (pg. 4-13) the names of the signals were entirely omitted. A note appears on page 4, inserted apparently after the field work was done, that "The remaining fixes are same as preceding ones."
2. The plan and character of the work conform to the requirements of the General Instructions.
3. No detailed specific instructions being available, it is assumed that the work conforms to the instructions given by the Inspector at Seattle.

From an inspection of the sheet it would appear that additional lines should have been run in the vicinity of buoy C-1 and especially in the channel about 300 meters south of this buoy.

4. The sounding line crossings are adequate.
5. The information is sufficient for drawing the usual depth curves.
6. The usual field plotting was done by the field party and was carefully executed.
7. No further surveying is required.
8. The character and scope of surveying and field drafting are excellent.
9. Reviewed by A. L. Shalowitz, April, 1926.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 4532

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 1

REGISTER NO. ⁴⁵³² 4532

State Washington

General locality Willapa Bay

Locality North Entrance Channel over Bar

Scale 1:20,000 Date of survey March 2 to 10, 1926

Vessel TOKE POINT

Chief of Party R.B. Derickson

Surveyed by H.W. Tyler

Protracted by H.W. Tyler & G.A. Nelson

Soundings penciled by H.W. Tyler

Soundings in ~~fathoms~~ feet

Plane of reference M.L.L.W.

Subdivision of wire dragged areas by

Inked by

Verified by

Instructions dated February 20, 1926

Remarks: